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Flooring.
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Plaster, Laths, Mitchell Farm Wagons and Wagon Harness. A full line of Surrays and Buggies. Also Buggy Harness and Saddles. JAMES E. HECK, Nelson Street, Opposite Baptist Church.

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FOR SALE

In town and country on very easy terms. Town houses very low for cash or on long time. In small monthly payments, like paying rent. Farms for sale for less money than they have ever before been offered in this State.

We make a specialty of handling farms, and would like you to write us whether you want to sell or buy. We make prices and terms so easy that a home is put within the reach of every man. Write at once to J. F. WINGFIELD, Real Estate Broker, ROANOKE, VA.

WANTED.—Several good families with a number of girls to work in canning factory. The men can get land to farm, or can get work at J. R. C. COMPANY, Roaring Run, Botetourt County, Va. Feb 23 1898

It Pays

US TO SELL YOU GOOD GOODS. Why? Because it pays you to buy that kind, and you'll come back and want more "just like" them. It is very pleasant to have people come and ask for an article "just like I got before," and we hear that sort of thing very often.

IT is often said about our SHOES. We carry a very large stock of Shoes, and can please almost anybody. We don't mark them \$3.00 when we are going to sell them for \$2.00, or \$1.50 when they are to go at \$1.25. The MARKED PRICE IS THE SELLING PRICE. We have learned by experience that a very cheap (?) shoe is dear at any price; so we don't try to keep the lowest priced shoes; but we guarantee to furnish you the best quality at a given price, that that sum of money will buy. Let's indulge in some shoe talk. Take our

"WEAR RESISTERS"

for instance. We buy them direct from the makers, and they claim to put in them only the best of stock. Just so surely as a man wears a pair of these shoes he'll want another pair "just like them." Have you tried them? They are made in a variety of styles, and cost from \$1.50 to \$3.00.

As for Misses' and Children's Shoes, we simply have what we believe to be THE VERY BEST. They are "Moloney's," and words cannot express too high praise. We have tested them and know. They are perfect in fit, style and finish, and wear as well as they look. You can buy shoes for less money than these, but none that will please you as well at any price. Bring in the babies and the little Misses, (Moloney don't make shoes for boys), and get them well shod. We have Boys' Shoes, too, but of another make, and we are not afraid to recommend them also. They are built to wear, and look well too. Indeed we have seen no better. \$1.25 to \$2.00, according to size.

Ladies' Shoes and Oxfords. Our trade in these has been better this year than last. They are perfect in fit, style and finish, and wear as well as they look. You can buy shoes for less money than these, but none that will please you as well at any price. Bring in the babies and the little Misses, (Moloney don't make shoes for boys), and get them well shod. We have Boys' Shoes, too, but of another make, and we are not afraid to recommend them also. They are built to wear, and look well too. Indeed we have seen no better. \$1.25 to \$2.00, according to size.

Hamburg Embroideries. We have some of the daintiest, prettiest patterns we have ever had, ranging in price from 2c. to 50c. per yard.

VAL LACES, at 2c. to 15c., or 20c. to \$1.50 per dozen yards. Tuckings, All-overs, and all manner of White Goods.

FANS. A thousand fans ranging from 3c. to 50c.

KID GLOVES are selling well with us. Contemeri's are the best; don't forget them. Elbow-length White Kid Gloves at \$1.50.

We are determined to maintain the high standard we have set in all our business, and will make good to you anything we sell that does not come up to our recommendation.

IRWIN & CO.

N. B. If you have an account of long standing, please favor us at once with a settlement of it.

\$33.00

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BUGGY

AND A GENTEEL

Set of Harness



PIERSON'S.

Here you will find the largest and finest assortment of BUGGIES and CARRIAGES, as well as a full and complete line of HARNESS cheaper than ever offered on this market. Call and be convinced. Don't forget we have

Wagons, Plows, Harrows, and Everything the Farmers Need in this Line.

Remember I have not neglected my
Grocery Department.W. F. PIERSON,
LEXINGTON, VA.Corner Main and Henry Streets.
Ask for our "Treaties on Stock." Free.In addition to our
complete line of

Hardware

we are carrying all kinds of farming

Implements and Machinery.

We are agents for the following well-known machines:
Deering Harvester Co.'s { Binders, mowers,
Thomas Mfg. Co.'s { Hay Rakes, Hay Tedders
American Harrow Co.'s { Disc Harrows.
High-Wheel, Spring Tooth Harrow and Cultivator combined.

In the way of Implements and Tools we

have the Keystone Corn Planter, Five Tooth

Cultivators, Single and Double Shovel Molds,

Plows, &c.

Be sure and see us before you place an order. We can furnish you bottom prices on anything in our line.

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buys this (exact) Italian Rocker, the largest size ever made; per dozen, \$14.50. Our new 112-page catalogue containing Furniture, Drapery, Crochery, Hair Carriage, Refrigerators, Stoves, Lamps, Pictures, Mirrors, Bedding, etc., is yours for the asking. Special supplements also mailed free. Write to-day. CATALOGUE IN LITHOGRAPHED COLORED AND GILT Mailed free. Write for it. If you wish samples, send 5c. stamp. Nothing samples also mailed free this month and freight paid on \$5 purchases and over.

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buys a made-to-your-measure All-Wool Cheviot Suit, expression prepared in the latest style. Write for free catalogue and samples. Address (exactly as above).

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A HOT FIGHT.

BY CHARLES B. LEWIS.

From the year 1868 to that of 1869 there were no less than seven British, French, German and American cruisers constantly cruising in the waters of the China and Java seas after pirates. During this time over 100 piratical crafts were captured, a dozen or fifteen strong-holds broken up and at least 2,000 "black flags" were killed off hand or sentenced to be hung. Two cruisers thought they had finished their work, but in 1869 several traders which had been fitted out at Batavia, Batavia and Singapore were overhauled by pirates and their crews butchered. When we arrived at Singapore in 1870 in the British gun brig Vixen, a lot of pirates had been located on one of the islands off the west coast of Java and we had orders to proceed to the spot and clean them out.

We overhauled our armament, took in a lot of ammunition and strengthened our crew by 14 men before sailing. These men were drafted out of a crew belonging to a man-of-war which had been wrecked on the Malay coast, and all were old hands.

The captain got to his bearings from some source unknown to us, and when we left Singapore the brig was headed to the east.

We jogged along down the coast of Sumatra for a week without any unusual incident, and though we spoke a score of crafts none of them had any information about the pirates. The crew had begun to ridicule the idea when something occurred to open our eyes very wide.

One morning about an hour after daylight, we came up with a Dutch trader which was taking care of herself. All her sails had been cut away, ropes were flying in every direction, and she was so low in the water that we wondered why it didn't go down. When a boat pulled off to her, it was to find the captain mortally wounded and his wife and two sailors stiff and dead and horribly mutilated on the deck beside him. We got him off but had no time to give the bodies burial before the little craft went down. The captain was a man about 40 years of age, and all though hardly alive when we found him, he talked enough to tell his story.

The trader had been trafficking along the Java coast and had finally completed his cargo and headed for Singapore. Just at sunset the previous evening he had been overhauled by a native craft, carrying about 40 men. He was then about ten miles off the coast and about five miles south of an island known as Queen's Bow. He had no suspicion whatever of the natives and the first thing he knew they boarded his craft and began to cut and slash. When they had finished the crew, they began to plunder and strip the vessel and were with him until midnight. Before leaving they bored her full of holes, and we had reached her just in time to rescue the captain.

The first craft was joined by two others later on and the three carried at least 100 desperate fellows. The captain learned and understood enough to satisfy him that they were an organized gang of pirates and that they were also well equipped for their bloody business.

The is and mentioned was not over 20 miles away and as the Java sea was and is a great highway it did not seem

possible that men would take such a risk as those pirates had. The trader said that no less than three friendly sails were in sight when he was attacked, but all too far away to signal even if he had been warned in time to do something.

Qwing to the shoals surrounding the island our craft could not approach near enough to use her guns and shell the fellows out and we were not strong enough to land from our boats and deal with them. The sight of armed vessels losing around would put the pirates on their guard and so it was resolved to play them a Yankee trick. We ran into a bay on the coast and set to work.

You are probably aware of the fact that an English man-of-war, no matter how large or how small is a pattern of neatness and regulation and the cut of her sails will alone establish her identity while her hull is yet below the water line. We had therefore to undo and overhaul a good deal. We put everything in seeming confusion and disguised her hull as much as possible and when we left the bay the Shark had the look of a merchantman which had been through a typhoon and was too short handed to make repairs.

The Dutch captain died on the day after we found him and his last words were a prayer that we might fall in with and punish the pirates.

It was just at daylight that we appeared off the north coast of the island and anchored on a bank about three miles from the beach. Men were sent aloft as if engaged in repairs, a boat was got down us if to work on the hull and the bulk of the crew remained in hiding below. No doubt the fellows had a lookout in some tree and provided with a good glass he could see everything going on aboard. It was hardly sunrise when a small native craft with four men in her came out to make an investigation. Our captain hailed them and they replied with gestures to signify that they would return to shore for help. They evidently took us for what we pretended to be and we were piped to breakfast all of us feeling that our ruse would be successful.

About 8 o'clock, with the wind breezing up lively, three native sail craft put out for us. A man with a glass reported that each craft was crowded with natives, and it was now our plan to weigh anchor and make a little sail and pretend to be standing away from them as if alarmed. The object was to draw them as far away from shore as possible and we had added a mile or more to the distance when the foremost boat came within hail. She had not a gun in sight, but she had 48 desperate-looking fellows in plain sight and every one of them had a cutlass and pistol. While her captain was hailing us in a language no one could understand she was slowly edging along down our starboard quarter. At the same time a second craft was drawing ahead on the port side, and the third kept in our wake.

Only seven or eight men were in sight on our decks and the natives seemed to have no suspicion of a trick. The breeze was a little bit too strong for their maneuvering at first, but six miles off shore the two suddenly closed in to board us. Our captain had been

Catarrh is Not Incurable

But it can not be cured by sprays, washes and inhaling mixtures which reach only the surface. The disease is in the blood, and can only be reached through the blood. S. S. S. is the only remedy which can have any effect upon Catarrh; it cures the disease permanently and forever rid the system of every trace of the vile complaint.

Miss Jessie Owen, of Montpelier, Ohio writes: "I was at first misled from having heard with Catarrh, and as I was so near the suffering it produced better than I. The sprays and washes prescribed by the doctor relieved me only temporarily, and though I used them constantly for ten years, the disease had a firmer hold than ever. I tried a number of blood remedies, but their effect was only temporary. I was in a miserable condition, and after exhausting all treatment, was declared incurable. Seeing S. S. S. advertised as a cure for blood diseases, I decided to try it. As soon as my system was under the effect of the medicine I began to improve, and after taking it for two months I was cured. I am now healthy, the dreadful disease was eradicated from my system, and I have had no return of it."

Many have been telling local treatment for years, and find themselves worse now than ever. A trial of S. S. S. will prove it to be the right remedy for Catarrh. It will cure the most obstinate case.

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S. S. S. For Blood

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closely watching them and waiting for this and of a sudden the drum beat to quarters and our deck was alive with men.

I was captain of No. 3 gun crew and had the honor of firing the first shot. It was a solid ball and it struck the craft on her port bow and went clean through her and dropped into the sea beyond. This opened the fight. The natives instantly realizing that they had caught a tartar, and they saw, too, that their only means of escape lay in capturing the ship. Therefore, instead of running away, as we had looked for each craft bore down on us to board. They were handled as easily as an Indian maneuvers a canoe, and it wasn't five minutes after the first gun was fired ere they were on our quarters like wolves seeking to hamstring a deer.

I fired another solid shot and then loaded with grape and this last charge was fired right into a mass of natives waiting to clamber up the side.

The gun next to me fired a solid shot which tore through her bottom and two minutes later she foundered right by us.

The second craft got near enough to grapple, but the iron were thrown off and two guns played solid shot into her hull until she went down stern foremost, leaving thirty men struggling in the waves.

The third craft had forged ahead, sailing five feet to our one, and would have boarded us at the bows but for sudden destruction of the others. Their fate frightened her off, but she had scarcely laid her head for the island than it was brought around as if her crew had made some desperate resolve. Now occurred a curious thing. She had about thirty men on board and she came down on us with every one of them shouting and screaming and tried to lay us aboard. We could have sunk her with one gun even, or we could have picked off the whole crew with our muskets before they had crossed the rail. Word was passed to give her a full broadside at command and when the smoke cleared away she was not to be seen. There were over twenty of the pirates hanging to the wreckage around us, however, and a boat was lowered to pick them up. You can judge of their desperation when I tell you that every one of them fought like a tiger against being rescued and that we got only five out of the lot. The others we had to kill as they floated about with the sharks snapping at them. Two of the five leaped out of the boat after being pulled in and were seen no more and the others gave us so much trouble that the captain swung them up to the yard arm.

Thus not one single man of the 100 or more who came out to attack us escaped with his life. I was in one of the boats afterward sent ashore to see what sort of a lair the pirates had made for themselves.

The only human being ashore were an old native woman, a one armed Japanese and a white boy about 14 years of age. The boy was off an English trader captured a year before and had been held prisoner ever since. He said there were 109 men in the gang, and we found enough plunder on the island to load our ship.

They had captured about a dozen different vessels, large and small and in every case had plundered and sunk them. They did not always kill all the crew. Soon after the boy was captured.

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The Royal is the highest grade baking powder known. Actual tests show it gives one-third further than any other brand.

ROYAL BAKING POWDER

ROYAL BAKING POWDER CO., NEW YORK.

ed they brought in an American sailor off a spice trade. The lad knew him only by the name of William, but remembered that his home was in Boston. It turned out that they had spared his life to make use of him as a blacksmith, but when they found he had no knowledge of that work he was put to death with great cruelty. By order of the chief he was hung in chains on a tree about a quarter of a mile from the village and was five or six days in dying. The boy went with us and showed us the man's bones, still hanging.

The one armed man and the old woman, assisted by the boy, were the cooks for the gang. They at first seemed very much alarmed and protested their innocence of any complicity in the crimes of the pirates, but when they came to understand that all the villains had met their fate and that we had come ashore to clear the island of its last bale of plunder they suddenly ran into a rude storehouse, blocking up the doorway with boxes and opened fire on us with pistols.

We had two men wounded before we could dislodge them, and they were then hanged to the same limb and their bodies left to the birds. What plunder we could not bring off we burned on the island and before leaving we set the forest on fire in a dozen places and the flames did not die out until the whole length and breadth had been swept clean of vegetation.

525 LIVES LOST AT SEA.

Awful Scenes Follow a Collision in a Dense Fog.

Halifax, N. S., July 7.—Nothing more appalling in the history of marine horrors has ever occurred than the wreck, at 4 a. m. on July 4, by collision in a dense fog, 60 miles south of Sable Island, of the French Line ocean steamer, La Bourgogne with the British ship Cromartyshire, involving the death of 525 persons.

Some of the scenes enacted on board the Bourgogne just after the collision were terrible to witness. Men fought for positions in the boats like raving man